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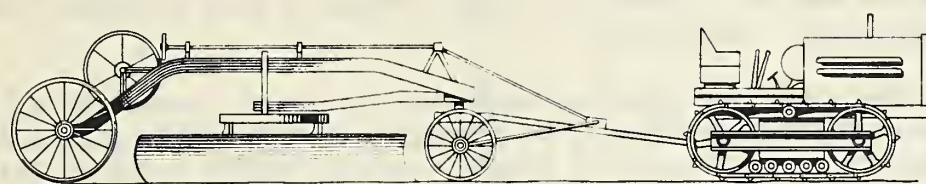
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U. S. Department of Agriculture

CONSTRUCTION



HINTS

UNITED STATES DEPARTMENT OF AGRICULTURE, FOREST SERVICE

WASHINGTON, D. C.

Vol. 3

January 9, 1937

No. 1

A REMINDER

Preventative Maintenance

Submitted by O. Wiederhold, Washington Office.

The operating cost of automotive equipment is effected to an almost unbelievable extent on the thoroughness of the maintenance system employed.

There have been numerous systems of maintenance proposed by various truck or bus fleet operators, but of these the preventative maintenance system has received the widest adoption.

The idea behind this system has been the elimination of the necessity for major repairs by providing a periodic inspection and minor repair schedule for automotive equipment, the frequency of which is governed by operating conditions. An effective preventative maintenance system should be carried out on a punctual periodic basis and should include:

Lubrication with both grease gun and oil can. Tightening of spring clips, steering connections, rear axle flanges, cab bolts, body sill clamps, engine supports, radiator bolts, gas lines, exhaust manifold nuts, etc.

Inspection of head and tail lights, cleaning of air filter and fuel screens, changing oil filter, tightening fan belt, filling battery and washing of the chassis and engine as the necessity arises.

A properly conducted preventative maintenance system keeps the equipment on the job the greatest possible time, reduces the necessity for numerous spare units and the possibility of accidents through the operation of faulty equipment.

BLOW-TORCHING THE KINKS OUT OF HANDLES

Fellows here is a solution to a problem which has given us all a headache at one time or another. Did the "boss" ever inspect your fire equipment and throw out a perfectly good axe or brush hook, because the handle was bent or twisted? Have you ever gone to the handle bin and had a deuce of a time trying to find a straight handle to replace the crooked one?

The other day after an intensive fire tool inspection by our Assistant Supervisor Everts, we journeyed to our handle bin. Searching all through our stock, not a single straight handle in 50 of the sticks could be found.

"Gosh" says we, "something should be done about this!"

One of the fellows with a scientific yen seemed to think if we heated the wood that it would bend, the same as iron does when it is heated. (Something about molecules becoming uncomfortably hot and in trying to get away from the heat, they change places or positions or something or other.) With a doubtful look in our eye, we put an ax handle, which was warped 6" out of line and twisted a half turn, into a vise, clamping down on the ax head end with the vise jaws. Taking a blow torch we played the flame rythmically back and forth over the length of the handle, at the same time bringing pressure against the bow. We didn't have to scorch the handle - just heated it pretty hot. Much to our surprise the bow came out. Next the twist was taken out by applying a monkey wrench to the handle, and giving pressure in the opposite direction to the twist, of course still heating the handle. Were we surprised?

Still skeptical, and thinking that the bow and twist would re-trun, the handle was put to all kinds of tests; strain, sun, fog and dampness; everything conceivable. Each morning we went out to look at the handle, our puzzlement increased. The handle simply would not return to its former "crooked ways".

Now when an inspection discloses a crooked handle, we just light up the old blow torch and turn it on those "misplaced molecules". We don't even have to take the ax or brush hook head off the handle to make it see the error of its ways.

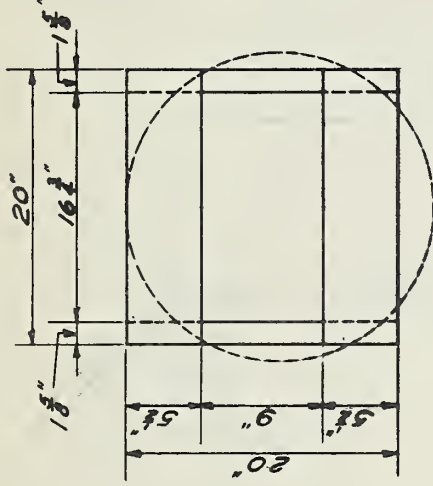
-Varney -Trabuco Dist. -Cleveland-

From California Ranger - October 16, 1936.

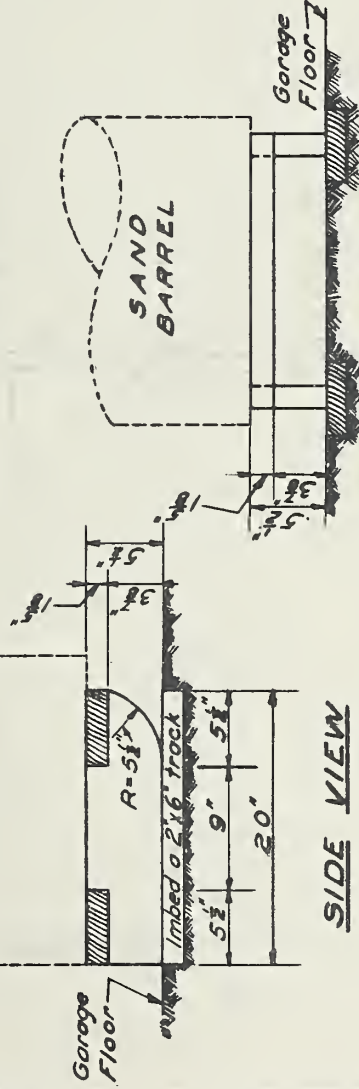
Editor's Note: I won't vouch for the above until I see it proven. But it's a good story anyhow.

Notes

Sand Barrel Base to be made in shape of a sled as a safety precaution when barrel is tipped to spill sand.
2"x6" Plank to be imbedded under each side of sled to increase ease of tipping barrel.



PLAN



SIDE VIEW

MATERIALS REQUIRED

6 pcs. 2"x6"x20" S4S 1/4 Com. Y.R.
1 1/2 16d. Com. Wire Nails
1/2 pt. Bright Red Quick Drying Paint

FRONT VIEW

ALLEGHENY NATIONAL FOREST
DETAILS
STD. SAND BARREL BASE
C.C.C. CAMPS
Scale 1"=1'-0" October 1936

Submitted V.P. Samuels 10/23/36.
Recommended Forest Engineer
Recommended District Ranger
Recommended District Ranger (Acting)
Approved L. J. Samuels 10/24/36
Forest Supervisor

VALVE LIFTER FOR FORDS & CHEVROLETS

DIRECTIONS FOR USE

To raise spring, place prong under spring and screw down bolt on top of valve.

Designed by Leslie Broxon,

Camp F-3, Niceville, Florida.

Submitted by Y. W. Kirkland,

Camp Superintendent.

